

CENTRAL INTELLIGENCE AGENCY

REPORT

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1. After the dissolution of the Land governments in East Germany, the former Main Highway and Motor Traffic Departments have also been dissolved. In each of the newly formed administrative districts, a traffic department attached to the Bezirksrat (administrative council of the Bezirk) was established.
2. On 21 January 1953, the chief of the traffic department of the Cottbus Bezirk stated that the Bezirk had to make 11 buses available for use in Berlin. He also mentioned that an SCC commission had severely criticized the excessive amount of gasoline allotted for non-military use. Gasoline allocations were to be cut by 20 percent after 1 February.

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3.
  - a. Tabulation of 1953 allocations of gasoline, Diesel oil, and motor vehicle oil broken down according to the 14 Bezirke of East Germany, Greater Berlin, and the Deutscher Kraftverkehr (DKV) enterprise in Berlin-Lichtenberg.
  - b. Tabulation of 1953 tire allocations for motorcycles, automobiles, and trucks.

The allocations cover the requirements of private and publicly owned motor vehicles, except for the requirements of farming, the postal administration and the VP.<sup>2</sup>

4. In early February, [redacted] the Directorate General, Motor Traffic and Roads, Berlin, that the execution of the following road construction projects was envisaged:
  - a. Improvement and extension of Highway No 6 in Thuringia by the establishment of a road link between Wuenschensuhl and Fernbreitenbach. The project, which was necessitated by the closing of the Wertha-Gerstungen railroad line on the zonal boundary, requires the improvement of a 57-meter road stretch and the construction of 2,017 meters of new road. The estimated construction time is nine months.<sup>3</sup>

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- b. Construction of a highway leading to the Czechoslovakian border in the extension of Highway F 172 from Dresden to Bad Schandau. <sup>4</sup> and <sup>5</sup>
5. In mid-February, [ ] the following data on road bridges under construction on the eastern border of East Germany [ ]
- a. Bridge on the Autobahn near Frankfurt/Oder. The bridge is a reinforced concrete arch structure 574 meters long and designed for a load capacity of 80 tons. Its reconstruction, which is being done by the Rostock, Berlin, and Halle Bauunion firms, was started in 1952. The completion date is 1954. <sup>6</sup>
- b. Road bridge over the Oder River near Hohen Wutzen. The bridge is a steel structure 250 meters long and designed for a load capacity of 80 tons. It will be reconstructed by the Rostock Bauunion in 1953 and 1954. <sup>7</sup>
- c. Road bridge over the Oder River in Schwedt. The bridge is a reinforced concrete structure 244 meters long and designed for a load capacity of 80 tons. Its reconstruction, which is executed by the Rostock Bauunion and the Beuchelt & Co Firm, was started in 1952. Its completion date is 1953. <sup>6</sup>
6. In late January, [ ] several hundred workers were employed on the reconstruction of the Autobahn near Frankfurt/Oder. The embankment between Buschmuehlenweg <sup>9</sup> and the Oder River was not yet completed. The piers for the Autobahn bridge over Buschmuehlenweg, <sup>9</sup> which will be crossed about 500 meters south of the railroad bridge, were already under construction. <sup>6</sup>
- [ ]
1. [ ] Comment. Such preparations for the maintenance of traffic involving gainfully employed persons, after a disruption of the Berlin interurban traffic, were reported previously. [ ]
2. [ ] Comment. For tabulation of gasoline and tire allocations, see Annex 1. The data contained in the two tabulations are believed to be correct. [ ] the 1953 requirements of the Directorate General, Motor Traffic and Roads, Berlin, were 190,000 metric tons of gasoline and 119,500 tons of Diesel oil. [ ]

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The gasoline situation in East Germany is characterized by the following 1953 figures:

Estimated gasoline and Diesel oil production in 1953:	1,400,000 metric tons
Deliveries to the U.S.S.R. and Poland:	400,000 "
Requirements of the Soviet occupation forces:	300,000 "
Requirements of the Directorate General, Motor Traffic and Roads:	300,000 "

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This tabulation indicates that there would be available only 400,000 tons of gasoline and Diesel oil for industry, farming and the KVI. This situation must be considered as critical. The establishment of a major state liquid fuel reserve, as intended, appears improbable in 1953. The divergency in the allocations envisaged for the first quarter of 1953 (see Section of Annex 1) cannot be explained. It is improbable that fuel reserves from 1952 should still be available. It is therefore believed that the quota earmarked for consumption in the second quarter of 1953 will be drawn upon.

3.  Comment. The dismantling of the Gerstungen-Dankrarshausen Werra railroad line was transmitted previously. . The execution of this road construction project is therefore believed possible. 25X1  
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4.  Comment. Originally there were six road border crossing points between Saxony and Czechoslovakia. Of these, the only road border crossing point still open is Schmilka. Highway F 172 terminates in Bad Schandau. The bridge over the Elbe River there has at present a load capacity of only 12 tons. It is planned to extend Highway F 177 (sic) from Bad Schandau via Schmilka to the Czech border. (W.C. 172 is probably meant). 25X1
5.  Comment. The bridge over the Elbe River at Bad Schandau is a combined road and railroad bridge 278 meters in length. The execution of the road construction project mentioned will meet with considerable difficulties, because the Elbe valley is hemmed in by mountains of the Elbsandsteingebirge. The project would have to be supplemented by the construction of a road from Schmilka to Tetschen (sic)-Bodenbach. 25X1
6.  Comment. Information on the reconstruction of the Autobahn bridge near Frankfurt/Oder was transmitted previously.  25X1  
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7.  Comment. The intended reconstruction of this bridge is reported for the first time. The information requires confirmation. The reconstruction of this bridge could only have been ordered for military reasons.
8.  25X1
9.  Comment: Sic. Possibly Buschmuehle bei Frankfurt/Oder.
10.  Comment. The road bridge was opened to traffic in late December 1952.

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Annex 1

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1. Allocations of Gasoline, Diesel Oil and Motor Vehicle Oil in 1953.  
(in tons)

	<u>Gasoline</u>	<u>Diesel Oil</u>	<u>Motor Vehicle Oil</u>
	190,000	100,000	9,000
1st quarter	40,000	23,000	2,300
2d "	45,000	23,000	2,200
3d "	53,000	27,000	2,300
4th "	52,000	27,000	2,200

Breakdown of Allocations during the First Quarter of 1953

<u>Bezirk</u>	<u>Gasoline</u> <u>Trucks</u>	<u>Automobiles</u>	<u>Diesel Oil</u> <u>Trucks</u>	<u>Motor</u> <u>Vehicle Oil</u>
Neubrandenburg	1,800	400	1,800	130
Cottbus	1,300	400	1,000	100
Potsdam	2,200	600	1,500	150
Frankfurt/Oder	1,400	400	1,000	100
Schwerin	1,000	450	800	80
Rostock	1,900	400	1,500	120
Suhl	1,200	400	800	100
Gera	1,700	500	1,200	130
Erfurt	2,200	700	1,400	160
Magdeburg	2,300	600	2,000	180
Halle	3,500	1,000	3,000	280
Leipzig	2,800	800	1,700	180
Chemnitz	4,500	1,300	2,800	300
Dresden	3,700	1,000	2,000	200
Greater Berlin	3,500	1,500	2,000	220
DKV Lichtenberg	150	20	500	20

Total	35,150	10,470	25,000	2,450
	45,620			

2. Allocations of Tires in 1953.

	<u>For Motorcycles</u>	<u>For Automobiles</u>	<u>For Trucks</u>
	6,000	70,000	110,000
1st quarter	1,000	15,000	30,000
2d "	1,000	17,000	25,000
3d "	1,500	18,000	25,000
4th "	2,500	20,000	30,000

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